

The Urban Design Plan

Introduction

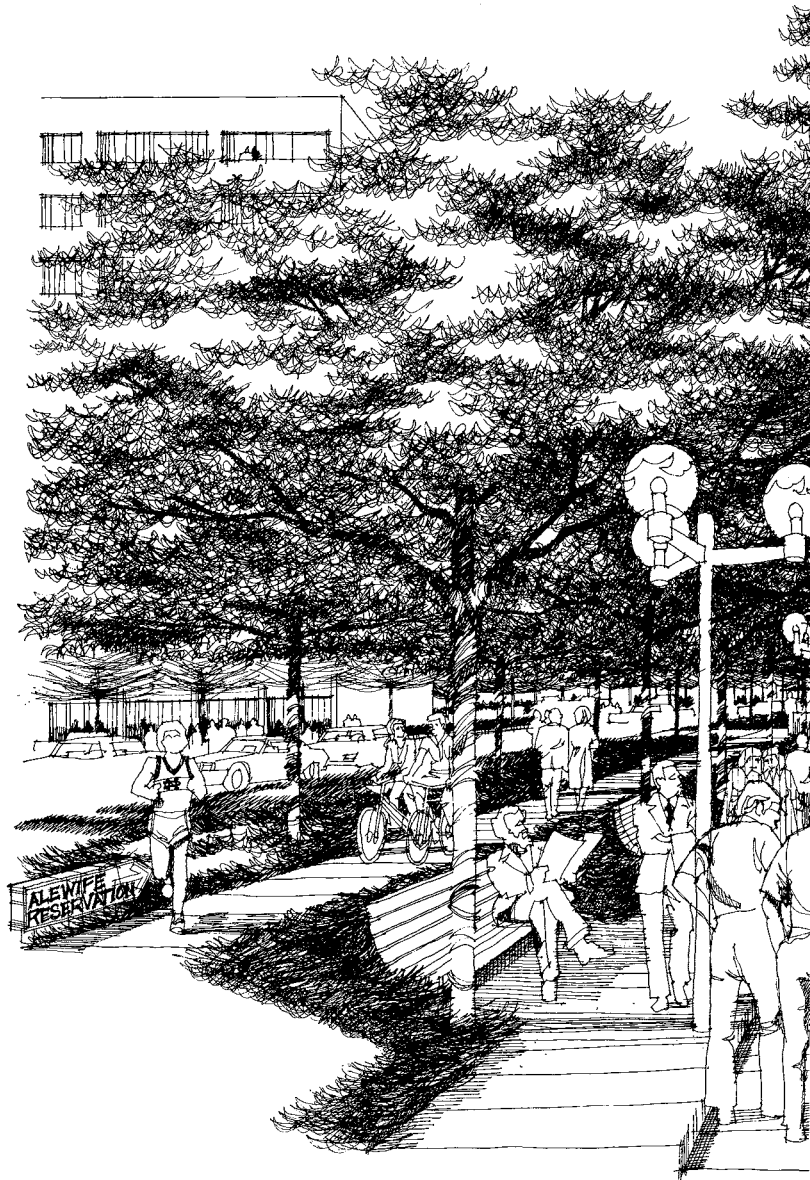
The Alewife Urban Design Plan is not a blueprint for physical change of the Alewife area. It is instead a framework for advantageous and profitable development by private landowners which can also yield significant benefits to all Cambridge citizens by creating new job opportunities, by significantly increasing the city's tax base, by removing visual blight and ecological hazards, and by adding to the useable open space in the area. In short, it could build a better Alewife working and living environment for everyone.

Since the days of massive urban renewal projects are over, the Alewife Urban Design Plan depends on a partnership between public and private interests to remake Alewife. In addition to proposing specific physical changes, the plan suggests a way in which to coordinate public and private decision-making. A successful partnership would create a renewed and vital office/commercial/industrial center for Cambridge.

Previous Alewife Studies

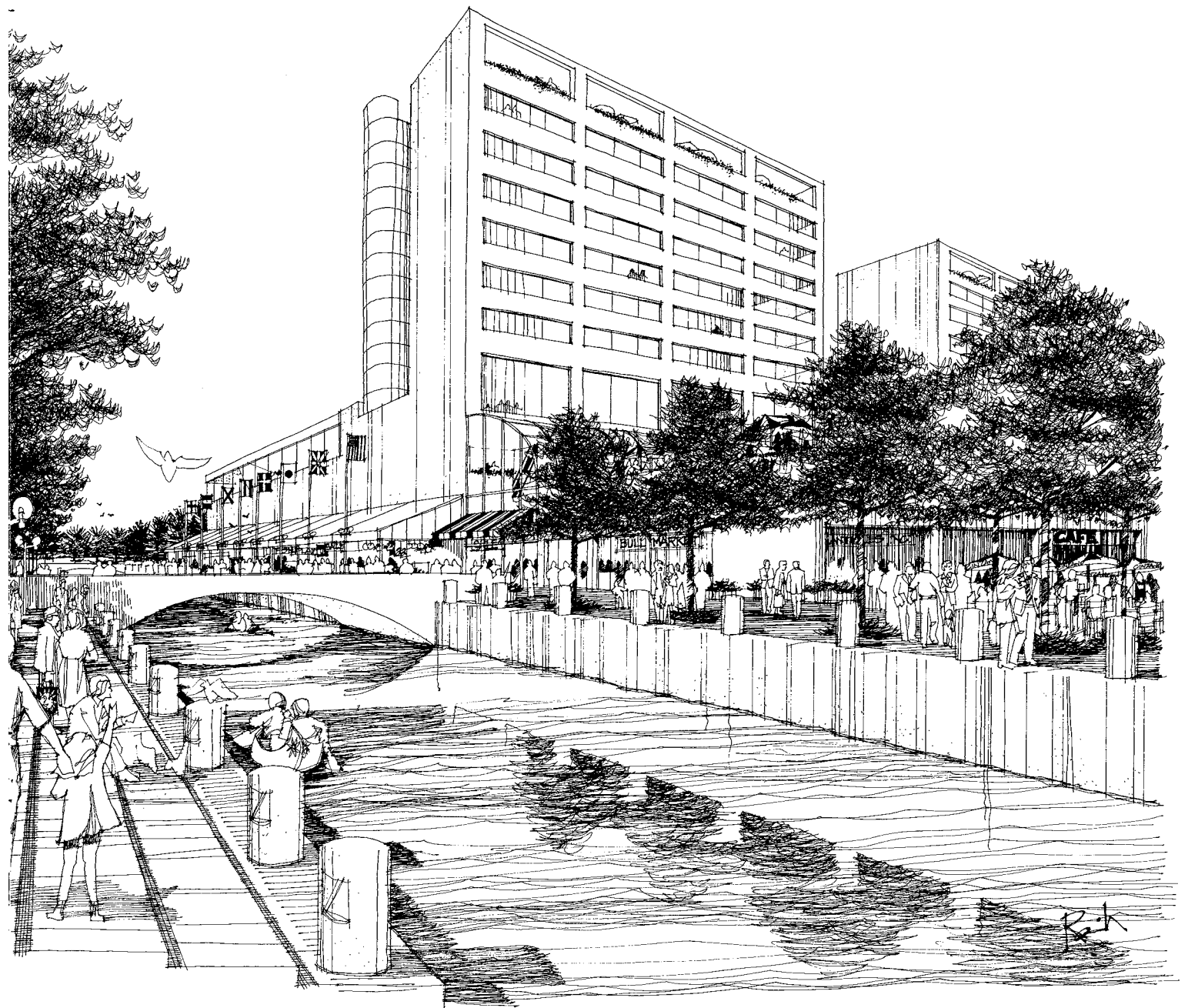
Planning necessitates making assumptions about a desirable future. In the case of Alewife, identifying people's desires for change and the potential of the area is not difficult: there has been a long public planning process about Alewife, and many previous studies have been produced. The proposed Urban Design Plan builds on lessons learned during discussions about Alewife's future over the last few years involving the Alewife Task Force, the Alewife Businessmen's Association, North Cambridge and Cambridge Highlands residents, and city, regional, and state planning officials. Incorporated in whole or in part in the Plan are the recommendations contained in the Alewife Task Force Land Use Report, the Alewife Urban Design Study Phase I Report, the Harvard-Tufts Student Team's Alewife Park Study, the Alewife Task Force Open Space Sub-committee Report, as well as various state and local technical reports. The debt of the Alewife Urban Design Plan to these preceding endeavors is gratefully acknowledged.

Utilizing the recommendations which surfaced during the Alewife discussions, it is possible to distill a list of general goals to guide formulation of an Alewife Urban Design Plan.



50. Rendering of Alewife Canal

Among the proposals of the Urban Design Plan is the creation of a canal from Alewife Brook. The canal would create an inviting pedestrian environment and serve as a focus for a variety of outdoor recreation activities: jogging, bicycling, boating, and other leisure pursuits. View is from Alewife Boulevard looking toward the Alewife Reservation.



Goals of the Plan

1. Encourage appropriate development. Land use change at Alewife should take advantage of Cambridge's worldwide reputation as a center for research and development. Research and development firms, laboratories, technical offices and related light manufacturing are highly supportable land uses. They should be allowed in the zoning and emphasized most heavily in private promotional activities.

2. Discourage inappropriate development. There is considerable land available for development at Alewife and it comprises one of the few remaining economic growth areas in the city. This land should not be wasted on uses which are either undesirable or more appropriate elsewhere. Heavy manufacturing, extensive warehousing, major retailing, and service uses such as auto repair should be prohibited or substantially restricted. Housing, while it may be appropriate in some locations, should generally be restricted.

3. Upgrade the image of the area. Visually, much of the Alewife industrial area is blighted and confusing to the un-initiated. The character of the area is not that of a high quality office and industrial park. Improving the area's physical image is essential, especially at the edges and entrances. An improved circulation system, better parking arrangements, more landscaping, and better site planning will encourage high quality development. This will result in sound economic growth as well as an improved image.

4. Limit the scale of development. Existing Alewife development is about one-eighth of what could be built under existing zoning. Massive development is undesirable, however, because of the impacts it would have on roadways, public services, natural areas and nearby neighborhoods. Substantially more development than exists today can be accommodated, but it is in everyone's interest that it be more closely regulated. Development should occur in appropriate areas and at appropriate densities and heights.

5. Protect residential neighborhoods. Fortunately, most of Alewife is isolated from residential districts, thereby avoiding the conflict of larger scale non-residential development occurring next to established neighborhoods. Areas such as Cambridge Highlands, near the Tobin School, and along Alewife Brook Parkway require closer regulation. The range of allowed uses should be limited, and the scale of development should be reduced to provide a gentle transition from residential to non-residential areas.

6. Protect public open space. Alewife industrial area is surrounded by public open space: the Alewife Reservation, Fresh Pond Reservation, and the proposed city parks. This proximity creates both opportunities and problems. On the one hand, nearness to park land and its amenities enhances developability. On the other, the fragile nature of such resources requires that special safeguards be taken. Any new development near Alewife public open space should be sensitive to impacts on these natural systems.

Conclusion

Managing Alewife's future in an intelligent way is the task set for the Alewife Urban Design Plan. If the plan works as expected, it could yield as much as \$300,000,000 in new building construction, 8500 construction jobs, as many as 18,000 new permanent jobs, and an expansion of the City's tax base up to \$21,000,000. Equally important, however, Alewife development will not be at the expense of the area's natural environment nor create unanticipated demands upon municipal services.

The Alewife Urban Design Plan will be discussed in four major sections. Each of these is an important component in the plan to improve Alewife:

- A. Roadway and Infrastructure Improvement Program**
- B. Open Space Improvement Program**
- C. Development Policies**
- D. Growth Management Program**

A. Roadway and Infrastructure

The Alewife Urban Design Plan begins by addressing long-standing public infrastructure (street, sewer, and water) problems. Alewife's streets, like its buildings, evolved in an incremental and unplanned fashion over the last four decades. In many areas continuous asphalt paving extends from building to building with no delineation of the public right-of-way. In others, streets are connected only through parking lots or private ways. Needless to say, most streets are below City standards for width, curbs, gutters, storm sewers, sidewalks, street trees, and lighting. The sewer and water system is in a similar state. The general impression of Alewife projected from its public space is that of a run-down area.

The Urban Design Plan suggests changing that image. A whole new roadway system, built to acceptable standards must be designed and constructed, and an upgrading of storm and sanitary sewers as well as water service must be undertaken.

Alewife's new roadway system should feature both local streets and new arterial streets. In order to function properly it should complete the missing connections between streets and create a link over the railroad lines to Route 2 and the regional highway system. Investing in new roadways and municipal services is the first step in revitalizing Alewife.



51. Rindge Avenue Extension

Many streets in Alewife are presently inadequate to service existing businesses or possible future development.



52. Concord Avenue along Fresh Pond Reservation

Area roadways lack adequate sidewalks, tree plantings, and other public amenities.



53. Example of Improvement Possible: Alewife Boulevard

Adding additional right-of-way to existing streets could result in a pleasant, safe, and more efficient circulation system.

Program Elements

The major features of the roadway and infrastructure improvement program are:

1. Route 2 Access Road

As explained earlier, the Massachusetts Department of Public Works is planning to construct a connecting ramp from Route 2 to the new MBTA station/garage complex at Alewife. That ramp will also connect to the Rindge Avenue Extension in the Triangle. The Route 2 ramp is critical for the long-range development of Alewife because it provides industrial area traffic with direct access to the regional highway system, bypassing Alewife Brook Parkway.

2. Alewife Brook Parkway

Parkways were originally intended as travelways within a parklike setting. Today we find that Alewife Brook Parkway has become just another heavily-traveled traffic artery. There are few trees and much of the original right-of-way has been lost to parking lots or private use. Unsightly development has been allowed to spring up nearby. Alewife Brook Parkway has the potential of becoming "park-like" again, with landscaping, pedestrian paths, and visual amenities, if the City and the Metropolitan District Commission act in concert. The first step in turning the parkway around has been taken by the MDC.

The ailing and unsightly Fitchburg railroad bridge is under design for replacement. Now, it is up to the City to more effectively regulate adjacent land uses so as not to detract from the parkway. The MDC may then take further steps to improve the open space within the parkway right-of-way, and to reclaim it as a link in the regional open space system.

3. Concord Avenue

Concord Avenue, the major roadway serving the Quadrangle, is also the major entry into the City from Belmont. The Avenue today is four lanes wide with highly contrasting uses and forms on its two sides. The north side contains mostly one- and two-story industrial or commercial buildings without landscaping, setbacks, or trees. The south side, Fresh Pond Reservation, contains beautiful trees along most of its length, but only a small dirt path for pedestrians instead of sidewalks. Both sides clearly need to be improved for public use.

It is proposed that Concord Avenue be treated as a parkway, much like the Alewife Brook Parkway, with special design provisions. Its four travel lanes would be divided by a planted median strip, and new street trees would be provided on the entire length of both sides. A bicycle path and sidewalk would also be constructed on the Fresh Pond side as a complement to the reservation's recreation activities. Altogether, these changes would create an attractive "gateway" to Cambridge and do much to upgrade the image of the Alewife area.

4. Alewife Boulevard

The centerpiece of the proposed Alewife local street system is the replacement of Rindge Avenue Extension and Smith Place with Alewife Boulevard. Alewife Boulevard would be the major new local artery — a four-lane street with a landscaped median. Most importantly, it would connect the Quadrangle and the Triangle across the Boston and Maine tracks, thereby linking the Quadrangle areas directly to Route 2 via Ramp Street, and the Triangle parcels to Concord Avenue. The present intersection of Concord Avenue and Smith Place would also be improved to accommodate the new Boulevard.

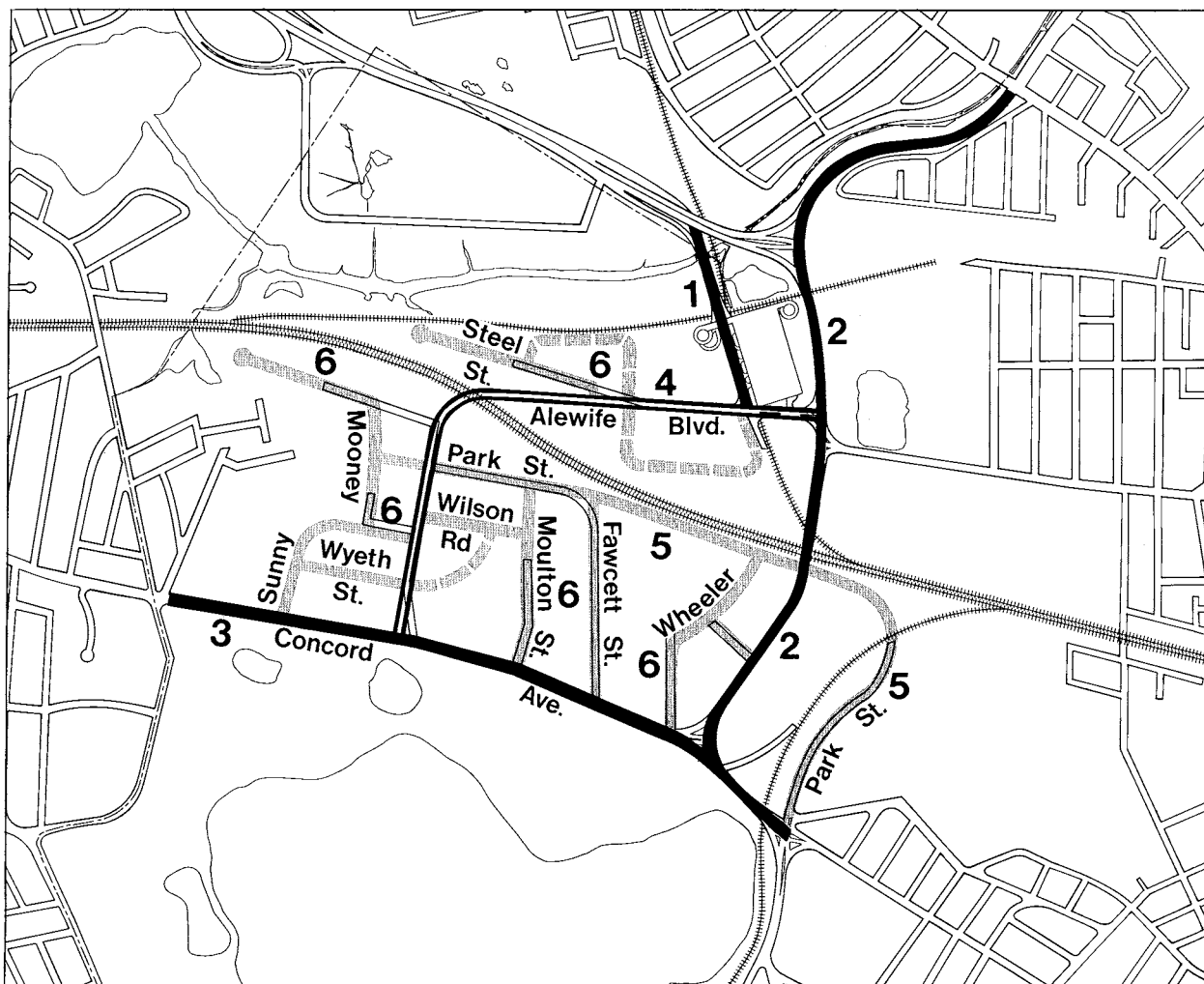
An Alewife Boulevard would serve several functions. First, it would serve to organize local traffic circulation into safer and more efficient patterns. Next, it would relieve some of the traffic pressures on Alewife Brook Parkway by allowing industrial area traffic to reach Route 2 directly. Since it would parallel much of the land now available for development, it would promote development in those areas. Finally, it would be a new visual amenity running through the center of the whole Alewife area.

5. Park Street

Just as Alewife Boulevard would serve as the main north/south connector for Alewife, a proposed new roadway called Park Street would serve as the east/west link. Park Street, a four-lane undivided roadway, would be created out of New Street, part of the Fresh Pond Shopping Center parking lot, and some of the B & M railroad right-of-way. It would connect Alewife Boulevard with the Shopping Center and Fresh Pond Parkway (the design of the new MDC parkway bridge allows sufficient width under the bridge to accommodate a new street). Park Street would provide parallel service to Concord Avenue, bypassing one of the rotaries (or signalized intersections if they are replaced). It would also connect Alewife employment areas with the major Alewife shopping area, and with the new "City Park" recreation area.

6. Local Streets

Besides major roadways, improvements are also suggested for Alewife's smaller streets. Better access must be provided to interior industrial areas which are poorly served today. The proposed plan indicates two types of street improvements: upgrading existing streets to city standards and the construction of new streets on designated private ways or unused railroad spurs. The suggested network is the result of discussions with area landowners, area planning studies and professional traffic and engineering analysis. As planning studies continue, new links may be added and some of those now proposed may be deleted. The important objective is to end up with a workable local street circulation system.



54. Roadway Improvement Program

Numbers are keyed to discussion of proposed improvements in text.

Program Costs

The costs of completing the proposed Alewife Roadway and Infrastructure Improvement Program — streets and roadways, sewer and water lines, landscaping and street lighting — have been estimated using professional engineering criteria by the Cambridge Public Works Department.

Some of these costs may be underwritten by private landowners and developers either through right-of-way contributions or actual construction of some roadway segments, since private landowners stand to gain directly from improved access and utilities. The high cost of extensively reorganizing and rebuilding Alewife's streets and roadways means that implementation will undoubtedly have to be undertaken in phases, as money and right-of-way become available, but the result should be well worth the wait.

Table 4: Alewife Roadway Improvement Costs

Street Name	Total Improvement Costs
Sunny Road	\$ 924,000
Wilson Road	331,000
Mooney Street	1,004,000
Wyeth Street	375,000
Moulton Street	466,000
Fawcett Street	333,000
Wheeler Street	409,000
Park Street	3,106,000
Concord Avenue	2,074,000
Steel Street	773,000*
Alewife Boulevard	4,500,000*
	\$14,295,000

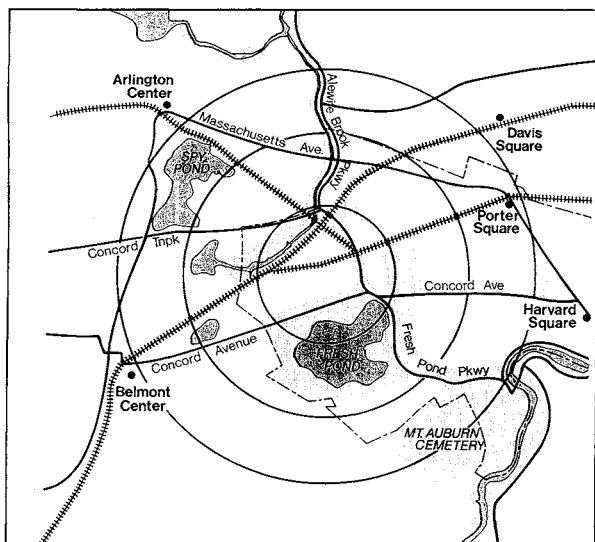
NOTE: These figures include engineering and contingency costs, and building demolition costs.

* Approximate estimates only using engineering rules-of-thumb.

B. Open Space

Today Alewife stands as the missing link in a series of open spaces which could be connected into a regional system, much like Boston's Emerald Necklace. A system of open spaces, parks, and parkways could begin at the Charles River and extend across Mount Auburn Cemetery to Fresh Pond Reservation. With improvements to Alewife Brook Parkway, the network could link the Alewife reservation with Spy Pond in Arlington, and the open space corridor along Alewife Brook Parkway to the Mystic River. Open space could also be incorporated into private development.

Alewife would then become the center of a new open space system. Links would exist to Belmont Center, Arlington Center, Porter Square, and Davis Square. Area residents could easily reach Alewife to work, shop and play. Realizing Alewife's full potential depends on a comprehensive Open Space Improvement Program.



55. Regional Open Space System

Alewife has the potential to become the focus of a regional open space system.



56. Olmstead's Emerald Necklace

Boston's open space system is an example of Alewife's potential value as a regional open space resource.

Program Goals

The major goals of the Open Space Improvement Program are:

- 1) *to encourage the evolution of an open space network through coordinated development of public and private open space;*
- 2) *to continue to preserve and manage existing open space areas such as Fresh Pond and Alewife Reservation;*
- 3) *to create open space linkages to adjacent neighborhoods, park areas, and commercial centers;*
- 4) *to encourage landscape screening between new development and public open space;*
- 5) *to protect wetlands from the impacts of new development as directed under the Massachusetts Wetlands Protection Act;*
- 6) *to insure that development within the 100 year flood plain does not adversely impact the natural systems of the area or lead to increased flooding; and*
- 7) *to encourage developers to adequately site-plan, and landscape property to improve the environmental character of Alewife.*



57. Junction of Alewife Brook and Little River

One of the goals of the open space improvement plan is to conserve and improve existing natural resources.

Program Elements

Applying the above goals on an area-by-area basis, it is possible to identify a series of public and private actions that would convert Alewife from an underutilized industrial area into a major regional open space resource.

1. Alewife Reservation

The Alewife Reservation is 115 acres of open space which the Metropolitan District Commission has done little to improve as a natural resource. A combination of wetlands, shallow marshes, and abandoned agricultural fields, it is naturally turning into a shrub swamp, and much of its potential value will be lost if action is not taken.

Alewife Reservation offers the unique opportunity to create a wildlife/nature preserve in the midst of a highly urbanized area. This can only happen, however, if the MDC and the City of Cambridge plan now for the future of the reservation.

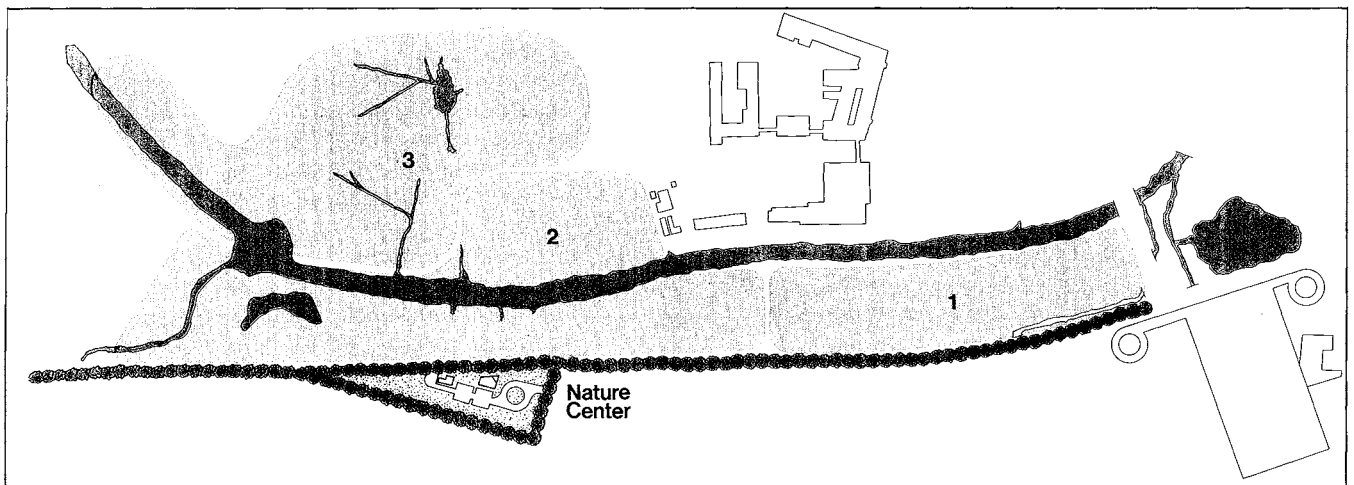
The Urban Design Plan proposes that the MDC improve the Reservation through the institution of a conservation management program. The management program would attempt to create a balanced ecological order, to improve the diversity of wildlife habitats, and to allow some passive recreation use of the reservation by humans. To succeed, the conservation management program would have to designate specific uses for different sections of the Reservation.

Area One, near Little Pond and Acorn Park Road (including Arthur D. Little Wetlands) should be maintained in its natural state as a "wildlife sanctuary." This area is the most crucial resource zone because it presently provides the most wildlife nesting areas. It is also the most sensitive to human intervention.

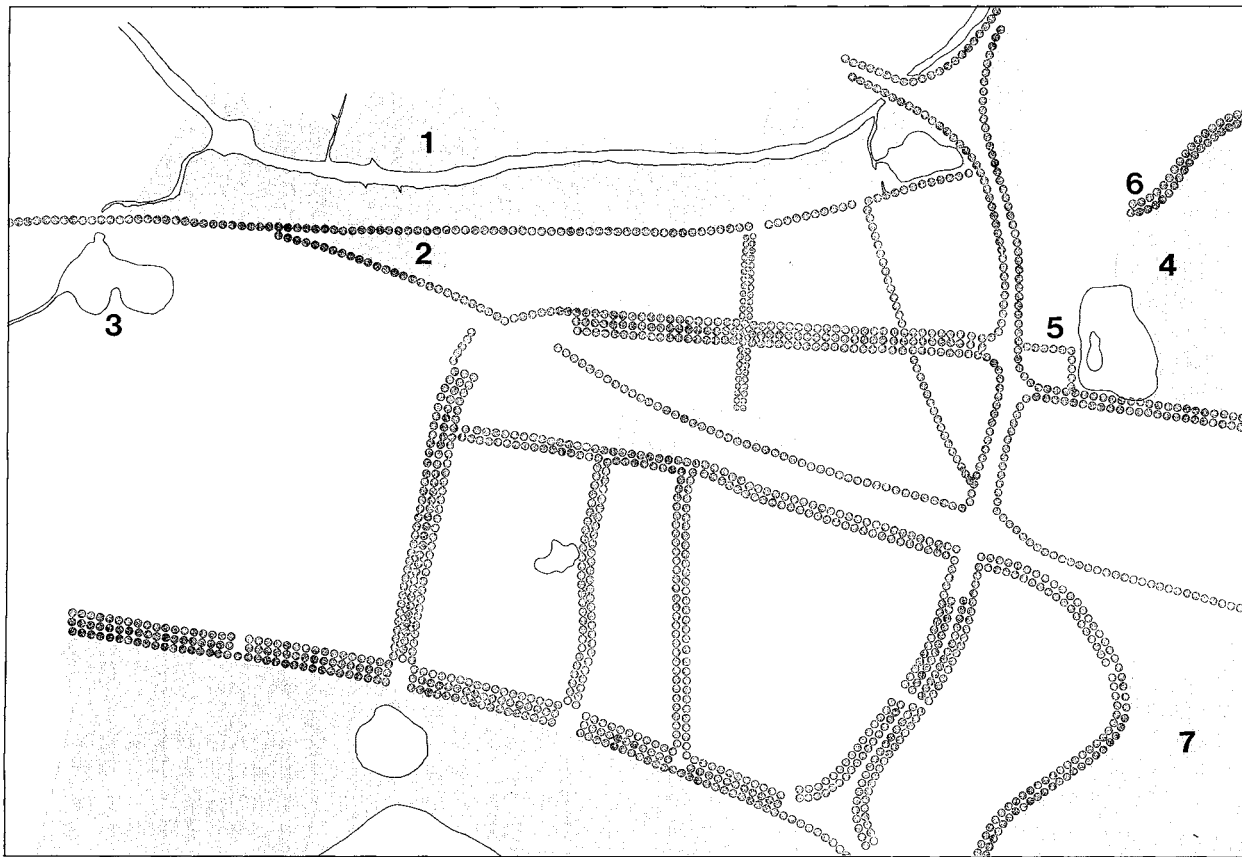
Area Two, which lies south of the Little River near the tip of the Triangle, should be developed as a "nature area." It should be planted with a diversity of appropriate plant species providing a variety of food and wildlife shelter opportunities. Informal paths and information markers would help visitors enjoy and understand the flora and fauna found in and near Massachusetts wetlands.

Area Three, located near the proposed MBTA transit station, would be developed as a passive recreation area. It would be designed to create a variety of edge habitats for wildlife between field and forest, forest and stream. This area would be enjoyed by visitors desiring to picnic, fly kites or stroll through the recreation areas of the reservation.

A conservation management program featuring ecosystem development, as contrasted with the present system of passive ecological succession, should create a unique environment in the Alewife Reservation. Designing for wildlife habitats should promote a rich and diverse wildlife population which can co-exist with and be enjoyed by everyone.



58. Proposed Conservation Management Areas in the Alewife Reservation



59. Open Space Improvement Program

Numbers are keyed to discussion of proposed improvements in text.

2. Alewife Nature Center

It is further proposed that the MDC or the City of Cambridge purchase one or two acres at the tip of the Triangle to provide a Museum to complement the Alewife Reservation nature areas. The museum could become the main visitor center providing information, convenient access, and off-street parking.

3. Blair Pond

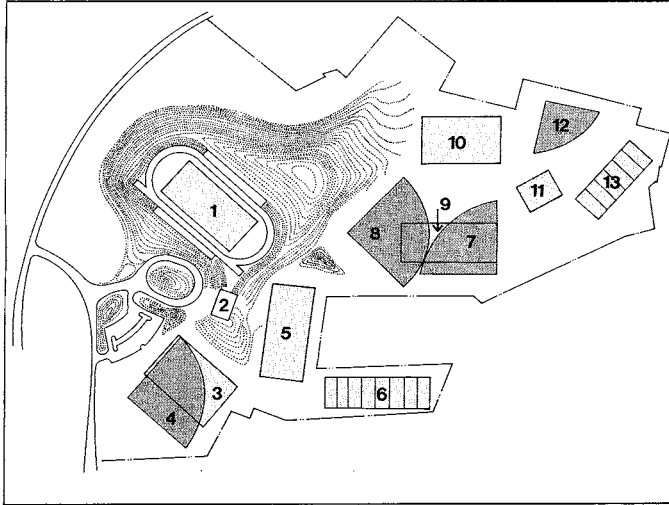
Blair Pond and the Wellington Brook are a waterway and a wetland area near the Belmont town line. They are presently in private ownership. The Cambridge Conservation Commission and the Alewife Task Force have long been interested in securing public ownership of Blair Pond. The Program suggests that at least part of Blair Pond's edge remain accessible to the general public and that the entire waterbody and wetland be protected from development by a conservation easement.

4. Russell Field

After construction staging on Russell Field for the Red Line extension is completed, the MBTA has agreed to rebuild neighborhood open space on this 10-acre site. The exact nature of the facilities located there will be decided in consultation with the North Cambridge neighborhood. One part of the new neighborhood park on Russell Field will be a direct pedestrian connection from Dudley Street to the Alewife transit station's east entry. Access rights to the station through the W. R. Grace Company land will be preserved by the MBTA.

5. Jerry's Pond

Jerry's Pond is another Alewife waterbody presently in private ownership. The pond once served as a neighborhood recreation spot for ice skating and swimming. The Open Space Program proposes that Jerry's Pond be cleaned up and expanded to act as an amenity for nearby W. R. Grace Company development. The pond needs dredging, and its banks need easing and landscaping. It could also be stocked to promote fishing and boating activities. Eventually, Jerry's Pond should be acquired as public open space and be added to an expanded Russell Field Recreation Area.



60. Preliminary Plan for the Cambridge City Park

1. Football and Track Field 2. Field House 3. Soccer Field 4. Baseball 5. Football Practice Field 6. Tennis Courts 7. Softball 8. Baseball 9. Soccer and Football Practice Field 10. Soccer and Field Hockey 11. Basketball Courts 12. Existing Softball Field 13. Tennis Courts

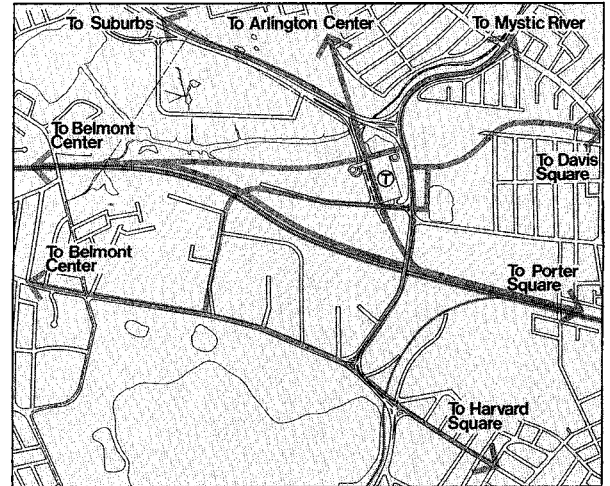
6. North Cambridge Linear Park

With the coming of the Red Line extension, railroad service on the Fitchburg Freight Cut-off through North Cambridge will be discontinued. After the tunnel for the subway is built along the right-of-way, it will be covered over, and the surface will be landscaped into a new city park. The new linear park will feature small play areas, plantings, open recreation areas, and pathways connecting North Cambridge residential areas with Davis Square, Somerville, the new Russell Field recreation area, and the transit station beyond. Again, final design of the linear park will involve the neighborhood.

7. City Park

Under an agreement between the City of Cambridge and the MBTA, some of the rock and dirt removed during Red Line tunnel construction will be brought to the 55-acre site of the old Cambridge City Dump, at the edge of Alewife. The City has long planned to convert this unused facility into a recreation area or park, and the Red Line extension presented an opportunity for the City to acquire large amounts of necessary excavated material to fill the dump. A professional geotechnical consultant was employed to determine surcharging requirements and steps necessary to deal with potential gas problems. A landscape design firm then developed the master plan for a new "City Park."

The new park will become the primary city-wide athletic complex, replacing the present one on Russell Field. It will feature one football field and track facility, an associated field house, five playfields for soccer or football, two baseball and three softball fields, 14 tennis courts, two basketball courts, and two totlots. The remainder of the area will be landscaped and planted appropriately. The entire cost for the athletic facilities will be paid by the MBTA in return for disrupting Russell Field.



61. Proposed Pedestrian and Bicycle Paths

Dark lines show potential pedestrian and bicycle paths which could connect Alewife with the surrounding region.

8. Open Space Protection and Enhancement

The final element of the Open Space Program is the protection of existing open space and encouragement of new open space areas through local land use regulations. As will be explained in the zoning discussion, attempts will be made to rezone sensitive Alewife environmental areas to prevent future development. At the same time, special land use regulation techniques will be suggested to encourage private developers to incorporate the maximum amount of useable open space areas in new private development projects. Ultimately, the product should be a well-balanced, visually pleasing, and highly useable open space environment at Alewife.

9. Pedestrian and Bicycle Paths

Developing an open space system at Alewife involves not only the creation of recreation areas, but also connections between them. A path system for pedestrians and bicycles would:

- 1) visually and physically unify the area;
- 2) provide alternative passageways safe from the noise and hazards of automobile traffic; and
- 3) encourage alternative modes of travel to and from Alewife, thereby increasing its overall accessibility.

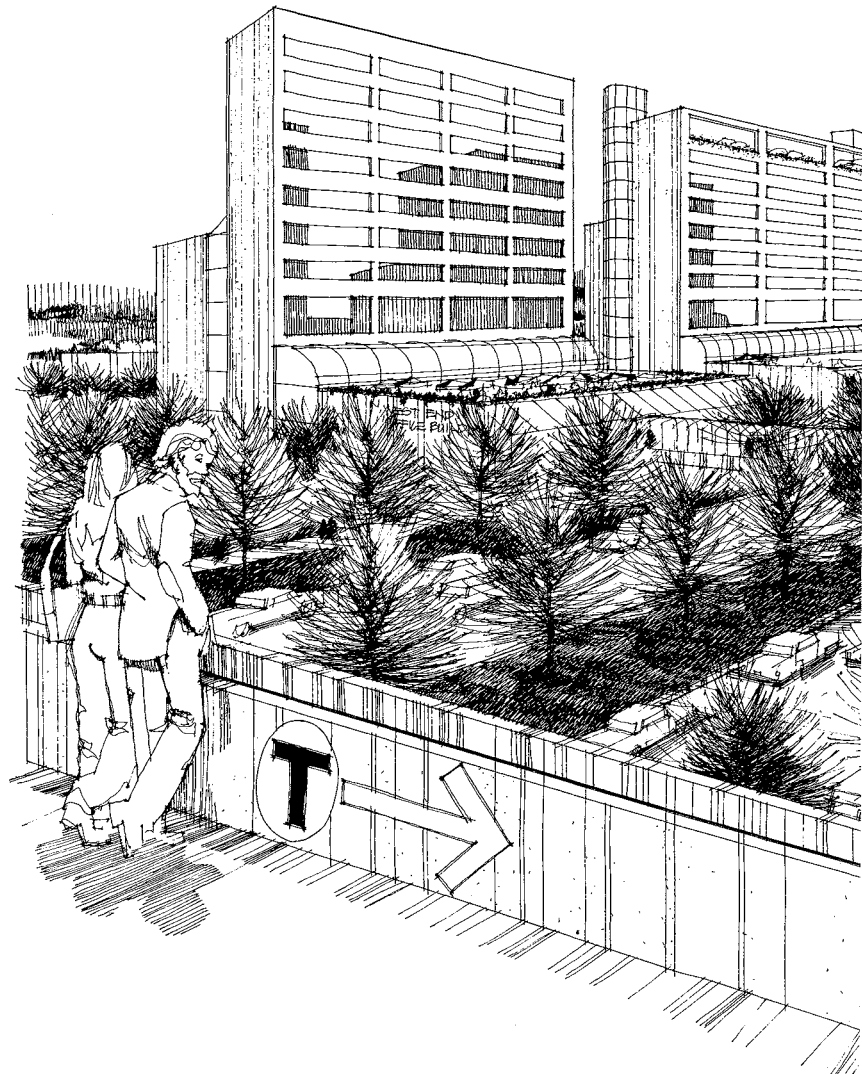
The Alewife Task Force Open Space Subcommittee completed a detailed study of an Alewife "path system." The Open Space Program has adopted many of their recommendations, adding other paths as the opportunity became available (see Figure 61). The path system would be realized by encouraging appropriate public agencies to acquire and maintain rights-of-way for pedestrian and bicycle use incorporating such rights-of-way in larger Alewife improvement projects.

C. Development Policies

Rather than create a "masterplan" for new development on a parcel-by-parcel basis, the Alewife Urban Design Plan proposes to establish a series of design principles and guidelines (with specific recommendations for a few key sites) to encourage appropriate development of the Alewife area. These design recommendations form the Development Policies portion of the plan.

Development Policies are goal statements which attempt to do several important things: 1) set limits on the size and magnitude of new development; 2) establish the environmental quality of the overall area; and 3) phase the growth of new building activity to avoid potential problems. The Development Policies seek to coordinate public and private actions at Alewife to effect immediate and qualitative improvements in the physical and social environment of the area.

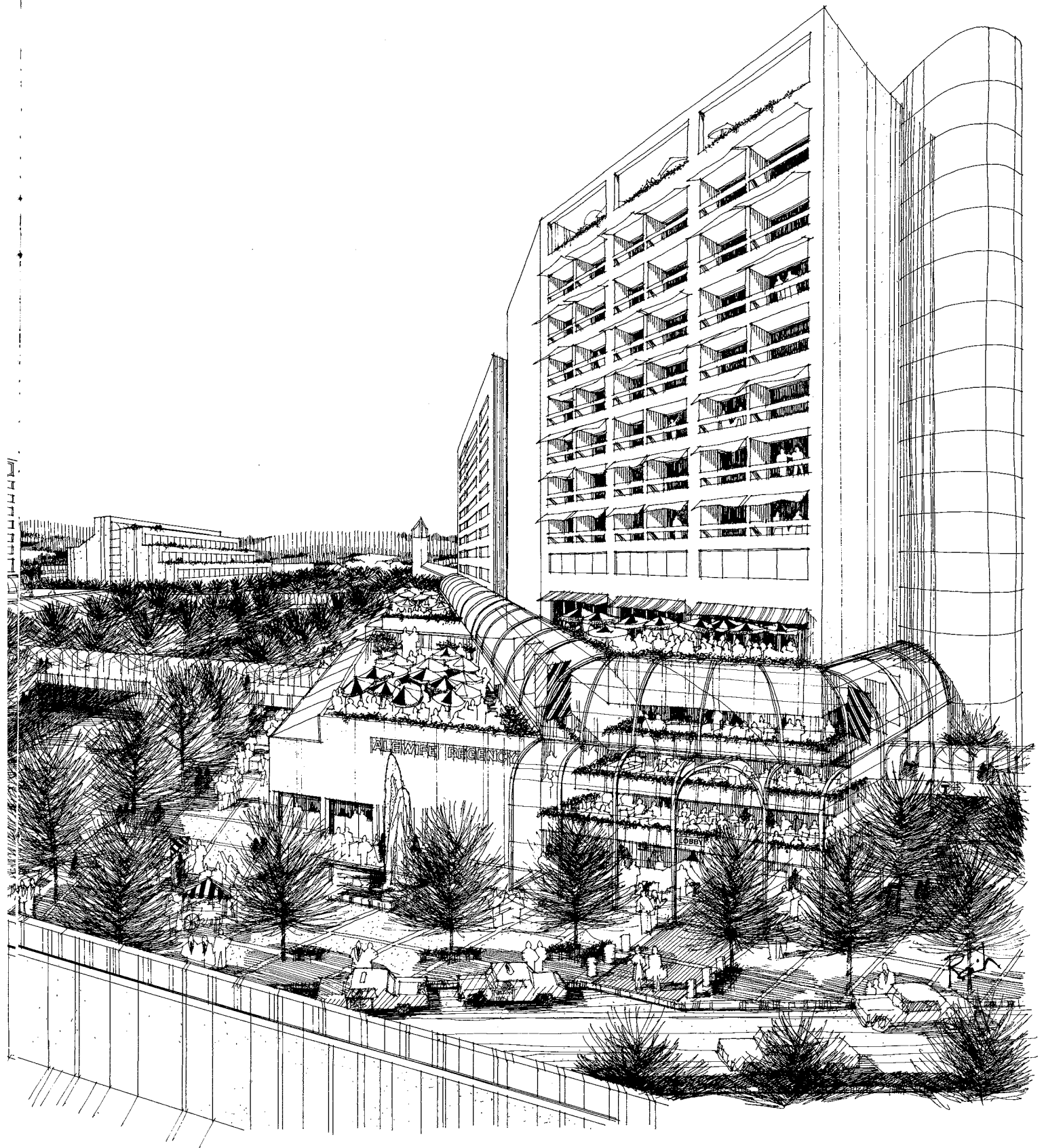
Since Alewife is so large and its nature varies so widely from area to area, it was divided into seven development districts so that Development Policies could be tailored to local conditions and potential for change (see Figure 65). Development Policies in the form of design principles have been prepared for each district (see Appendix One) but only the first four districts have major design components needing detailed discussion. Although future development may in fact depart from the details suggested here, the spirit of the District Development Policies should be respected during implementation.

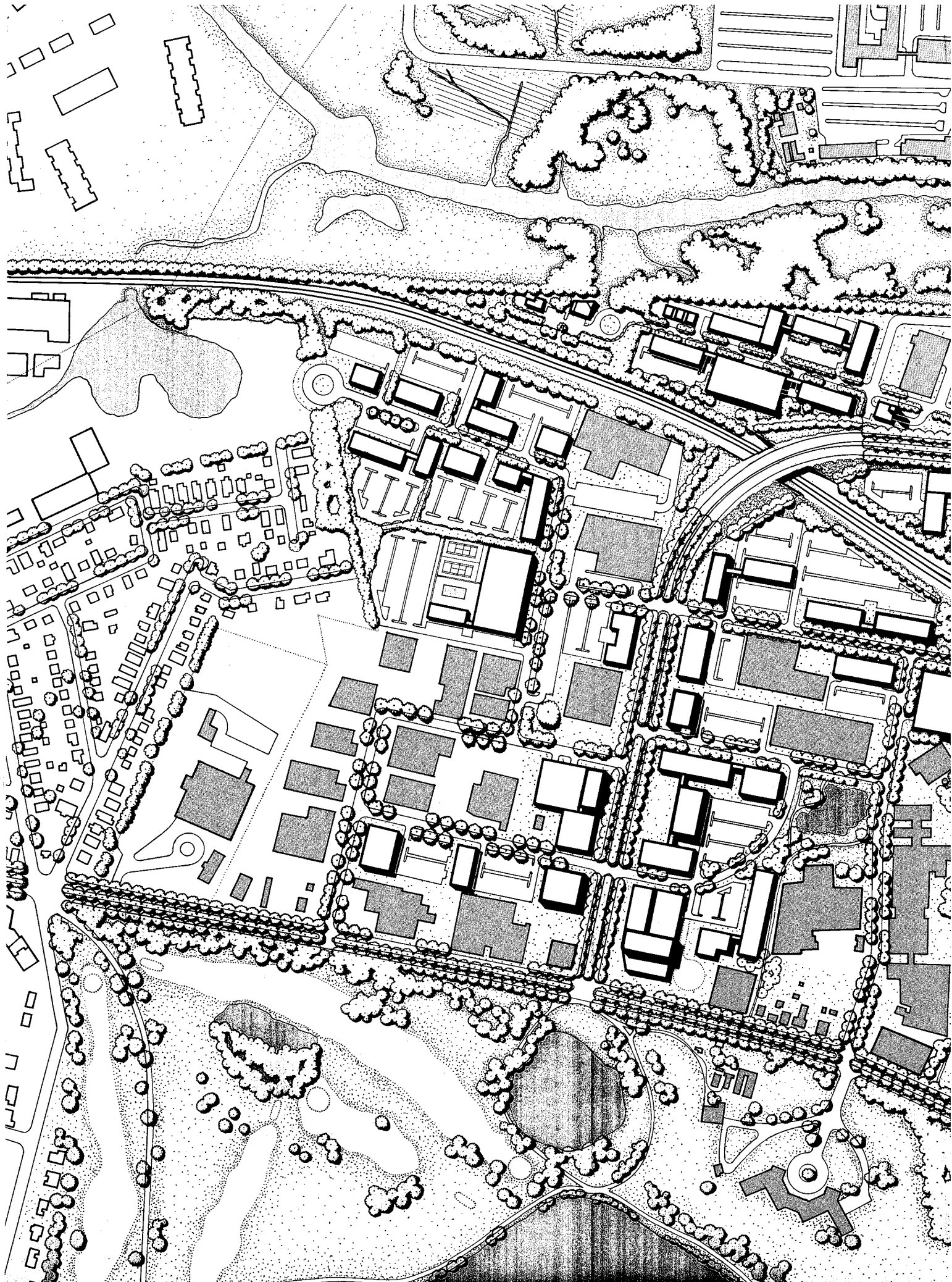


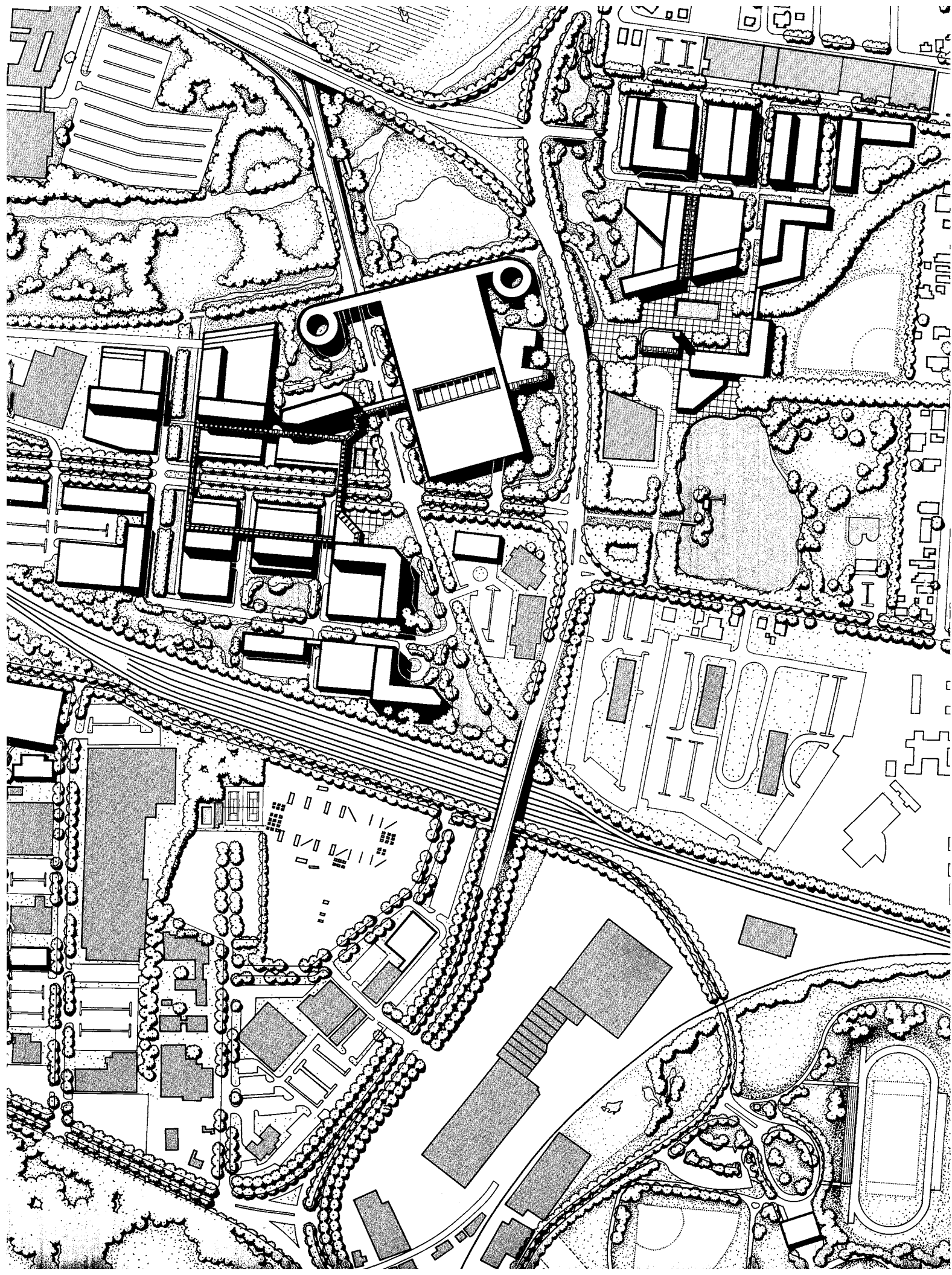
62. View Down Alewife Boulevard

Looking toward Belmont from the MBTA parking garage showing possible office and commercial buildings in the Alewife Station District. Alewife Station will be a unique activity center. New buildings will feature retail and service activities on lower floors and office, housing, or hotel above. Shopping arcades and pedestrian bridges could connect buildings and the new station. A major hotel is shown next to the MBTA facility with a variety of shops, restaurants, and terraces.

63. (Overleaf) The Alewife Urban Design Plan







District 1. Alewife Station

Alewife Station is intended to be the Community Center of Alewife, serving the surrounding area as well as adjacent neighborhoods. The district will have a mixture of office and commercial uses, with some residential and hotel facilities.

Alewife station should function as an economic as well as a visual unit. The mix of commercial, hotel, office, and residential uses should be regulated so the district maintains an active and economically viable business climate.

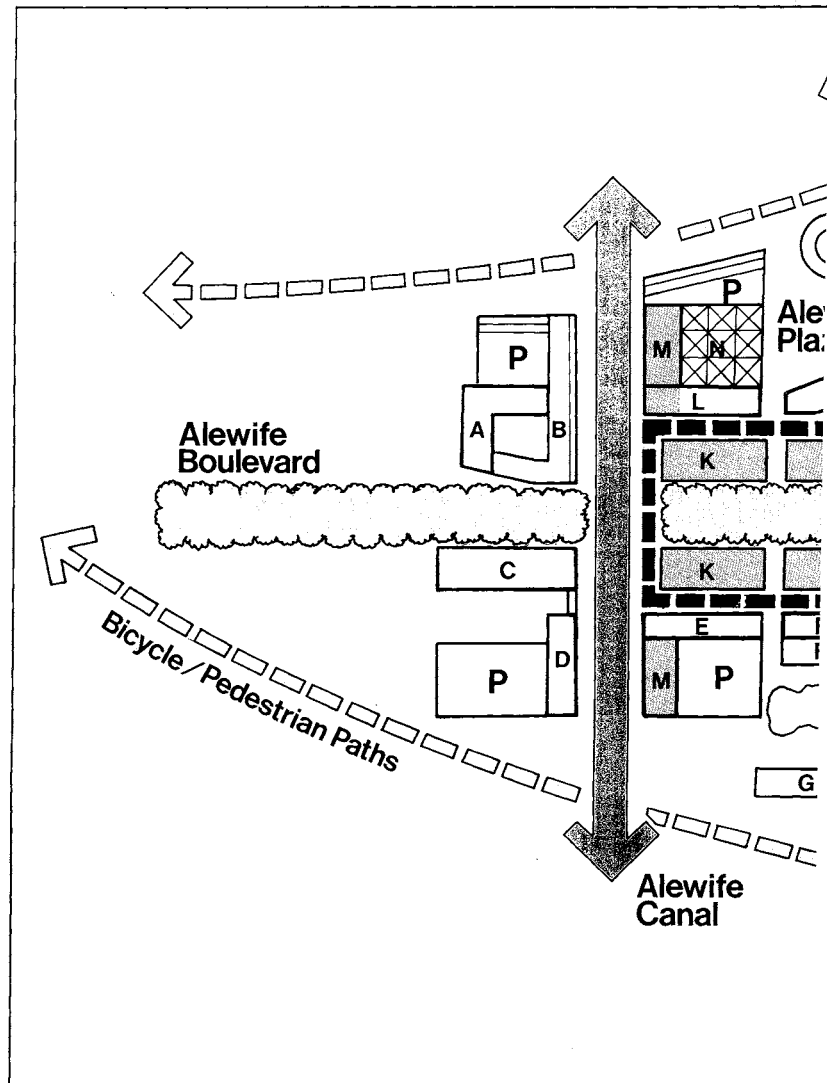
Suggested special features of the Alewife station area include:

Alewife Canal. Alewife Brook today runs from Yates Pond through the Industrial area in a brick culvert and on to Fresh Pond. Development policies for Alewife station propose to uncover the Brook, and create an attractive public amenity. The present alignment of Alewife Brook should be shifted to the west of its present location to form a secondary focus for commercial, hotel, and residential development.

Pedestrian Arcade. A system of upper-level pedestrian walkways and shopping arcades are encouraged to connect commercial, hotel, office, parking, and transit activities in an easily accessible and barrier-free unit. The pedestrian system would bridge across Ramp Street from the MBTA Station to new development, and provide a bridge in two or more locations across Alewife Boulevard. Such an arcade not only creates a comfortable and convenient sheltered pedestrian system but it also provides a framework with which to structure incremental growth in the Alewife Station area.

Alewife Plaza. Directly across Ramp Street from the MBTA station and garage should be found the major focus for new Alewife development — Alewife Plaza. The Plaza would serve as Alewife's major public space, featuring an urban fountain, a pedestrian drop-off area, and access to the upper level pedestrian arcade system.

Flood Retention Ponds. Most of the Alewife Station area is located within the 100-year flood plain. New development must not increase the flooding potential of the Alewife Brook watershed. Creating flood retention ponds could help mitigate the impact of new development by improving both the visual and hydrological qualities of the area. Flood retention ponds could also serve as focus for new development.



64. Alewife Station District Diagram

- A. 14 Story condominium or elderly housing with interior courtyard
- B. 8 Story condominium housing with service commercial along Alewife canal
- C. 14 Story office building
- D. 8 Story office building overlooking canal
- E. 14 Story office buildings
- F. 14 Story office building stepping down to 6 stories near the retention pond
- G. 8 Story office building stepping down by a pedestrian bridge to structured parking
- H. 14 Story office or hotel (approximately 250 rooms).
- I. 14 Story office or hotel complex
- J. Conference facility with 4 stories of structured parking beneath
- K. 5 Story mixed use office/commercial buildings with interior shopping gallery connected with upper level pedestrian walkways.
- L. 14 Story office or residential building
- M. Mixed use office/commercial buildings with commercial uses on the ground floor along Alewife canal.
- N. Conference facility with 4 stories of structured parking below.

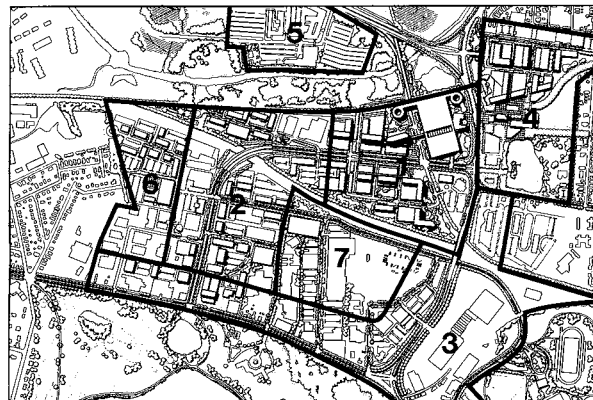
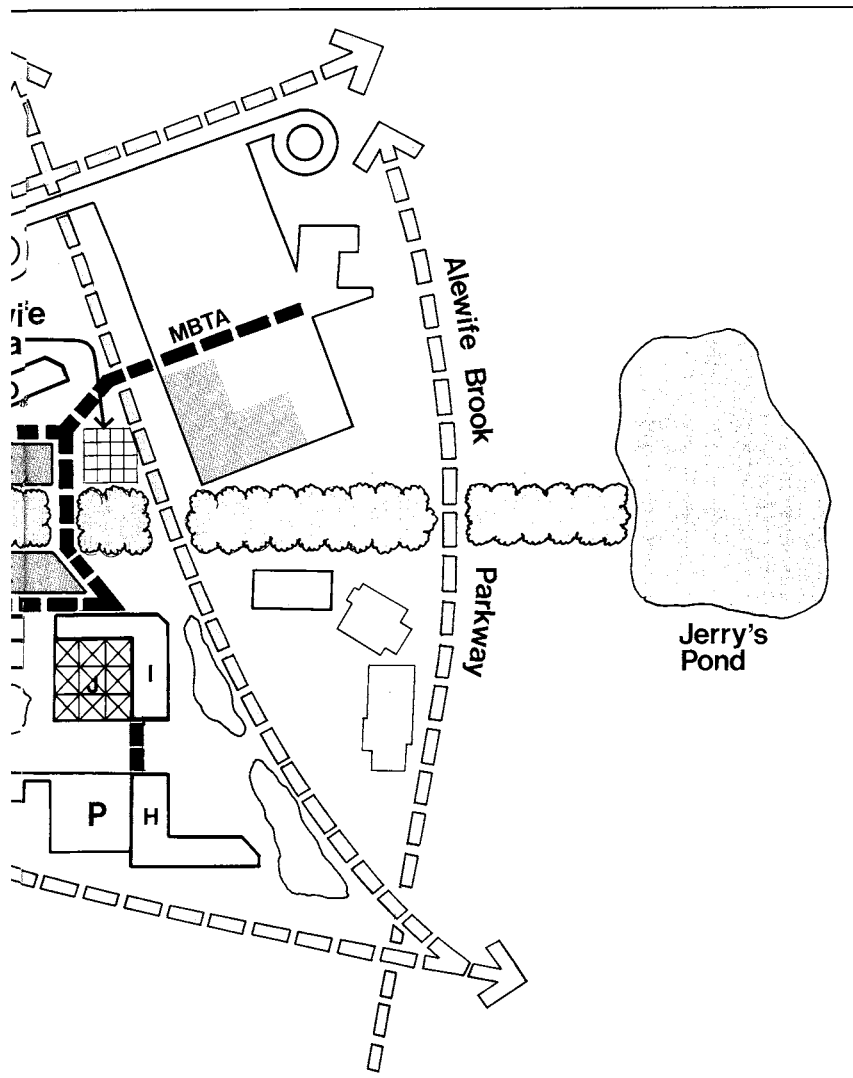
Green Dotted Arrows. Bicycle Pedestrian Paths

Gray Shaded Areas. Preferred Commercial Areas

P. Structured Parking

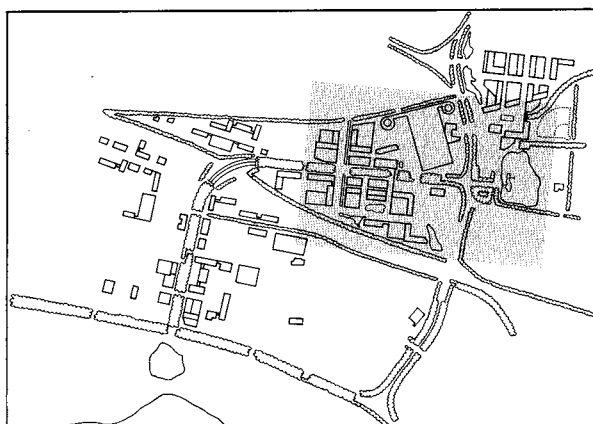
■ ■ ■ Pedestrian Arcade

☁ Flood Retention Ponds



65. Alewife Development Districts

1. Alewife Station; 2. Alewife Boulevard; 3. Parkway; 4. W.R. Grace; 5. Acorn Office Park; 6. West Alewife Industrial Park; 7. East Alewife Industrial Park.



66. Location Key: Alewife Station District



67. River Walk, San Antonio, Texas

A park-like setting in the midst of a commercial area, this is an example of what Alewife Canal might look like (see Figure 50).



68. Rendering of an Alewife Shopping Arcade

Office buildings along Alewife Boulevard should contain a variety of lower floor retail and commercial facilities to serve employees and visitors.

District 2. Alewife Boulevard

Alewife Boulevard is the newly created roadway connecting Rindge Avenue extension across the Fitchburg mainline to Smith Place. The Boulevard is intended to serve as the major internal access road for new office-research and development activities at Alewife. The suggested design of Alewife Boulevard is intended to create a special and unique image: a four-lane roadway with a landscaped median, street trees, wide sidewalks for pedestrians and bicycles, ornamental street lighting, and street furniture for bus stops and sitting areas. Its visual and environmental qualities should create a quality image for the Boulevard and attract prestigious land uses.

Special development features of the Alewife Boulevard district include:

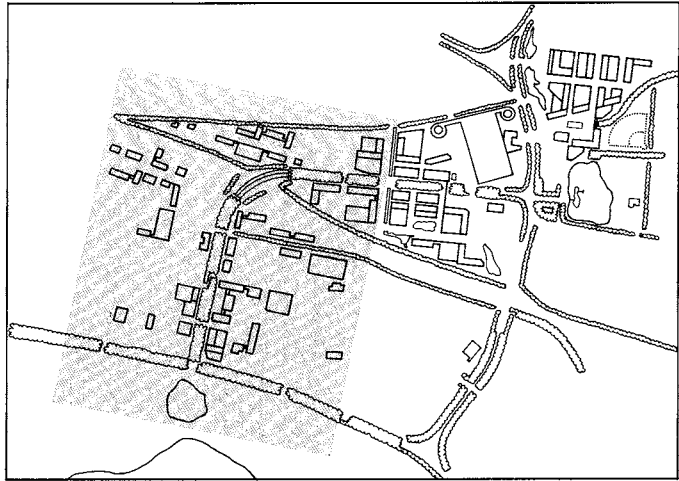
Alewife Fire Station. In the triangle, just as Alewife Boulevard curves south to cross the tracks, a new fire station is proposed.

A fire station would provide badly needed protection for expanding Alewife business as well as the entire western portion of Cambridge.

The station would be located on the small triangular site, otherwise unsuitable for development. The area around the station would be developed as a park. Since the fire station is located along the main visual axis of Alewife Boulevard, it should contain a strong vertical element, perhaps a spire or a tower. This would pleasantly terminate the long view down the Boulevard from Alewife Station and give additional visual orientation to the district.

Alewife Nature Center. At the tip of the Industrial Triangle, a nature museum is proposed. The museum would serve as the main visitor center for Alewife Reservation.

The museum should have permanent features like a display of the geological or landscape history of the Alewife area. Along with exhibition spaces, the museum could contain facilities for seminars and community meetings and perhaps special observation facilities to view the Reservation. Museum staff could also conduct tours of the Alewife Reservation to promote better awareness of the importance of Massachusetts wetlands.

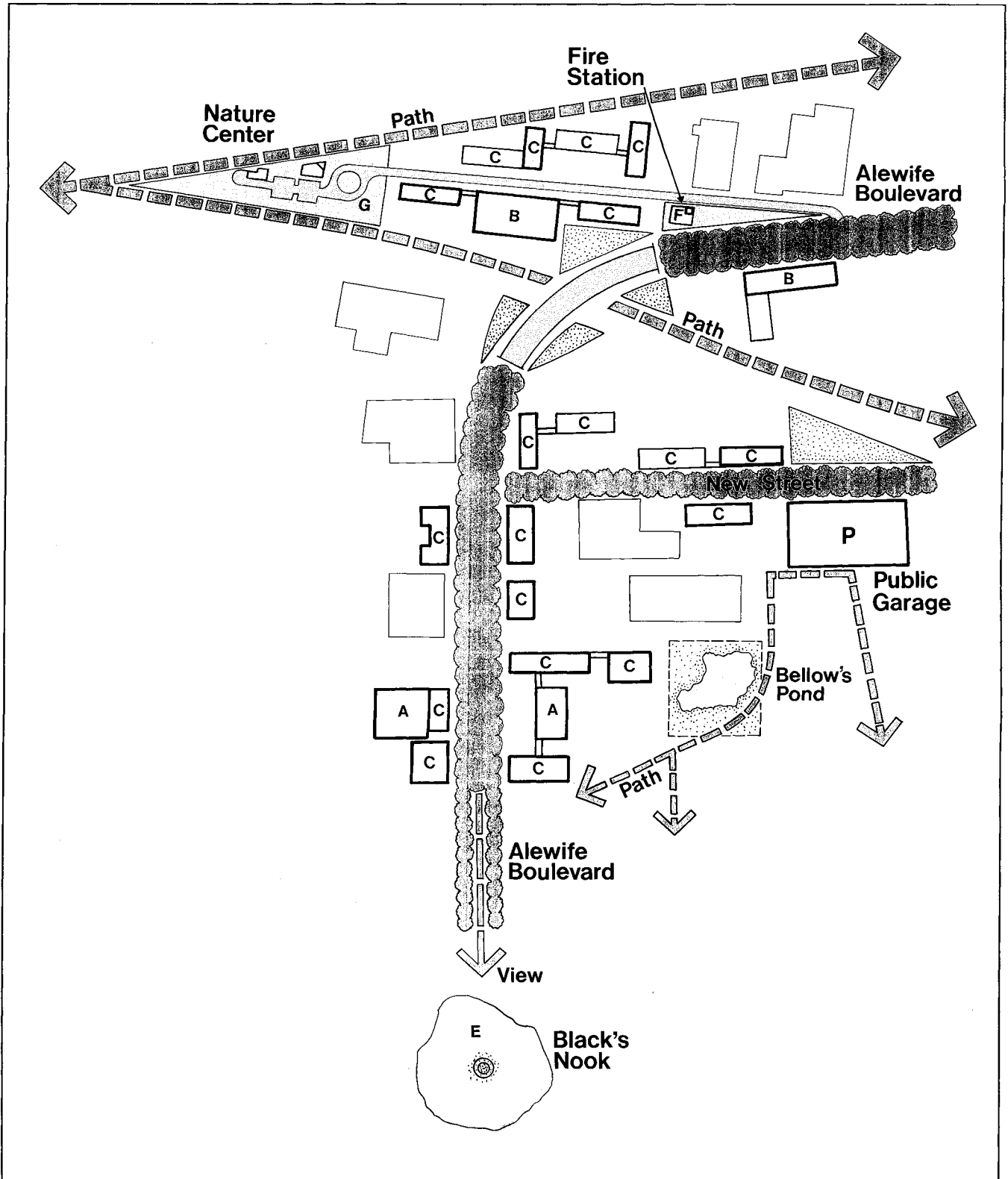


69. Location Key: Alewife Boulevard District

Bellow's Pond. Where Moulton Street meets the railroad spur, there stands today several hundred square feet of debris-filled water. Because of the area's low water table, what appears to be a drainage ditch is in reality a permanent Alewife wetland.

After roadway work at Moulton Street and Wilson Road is completed, the opportunity will exist to convert the Bellow's Pond wetlands into a more valuable water amenity. This would not only improve the flood retention capacity of the floodplain but also create a new visual amenity for nearby development.

Parking Garage. In the same area as the new pond, a parking garage of 400-600 cars is suggested. Improved roadways and new development will create a critical need for parking. If large surface parking lots are to be avoided, structural parking garages must be promoted. A joint-venture municipal/private parking garage in this general area is one way to meet the increased demand for additional parking.



70. Alewife Boulevard District Diagram

- A.** 8 Story corporate office building.
- B.** 8 Story office/research building.
- C.** 5 Story office/research building.
- D.** Newly-created water retention area, Bellows Pond.
- E.** Black's Nook Pond with new fountain.

- F.** New fire station and park
 - G.** Nature center with access to Alewife Reservation.
 - P.** Structured Parking
- Bicycle/Pedestrian Paths: dotted green arrows*

District 3. Parkway District

Alewife Brook Parkway and Concord Avenue are the major arteries servicing Alewife today. They are also the major entries into Cambridge from the northwest Boston region. For this reason, they are of prominent symbolic as well as strategic importance.

Alewife Boulevard and Concord Avenue need to be upgraded with street tree plantings, new curbs and gutters, expanded sidewalks and attractive street lighting. Curb cuts should be limited; primary access to businesses along the roads should, if possible, be provided from internal area roadways. The rights-of-way should be expanded to accommodate additional landscaping. New buildings should be required to be set back from the right-of-way, with generously landscaped front yards. Parking and service areas should occur behind buildings screened from view. Strip commercial and highway-service activities should be closely controlled through a stringent design review process.

The environmental image of the Parkway district can and should be improved, but it will take time. If the general principles can be established now, new development can begin the slow process of bringing about that change.

Special development features in the Parkway District include:

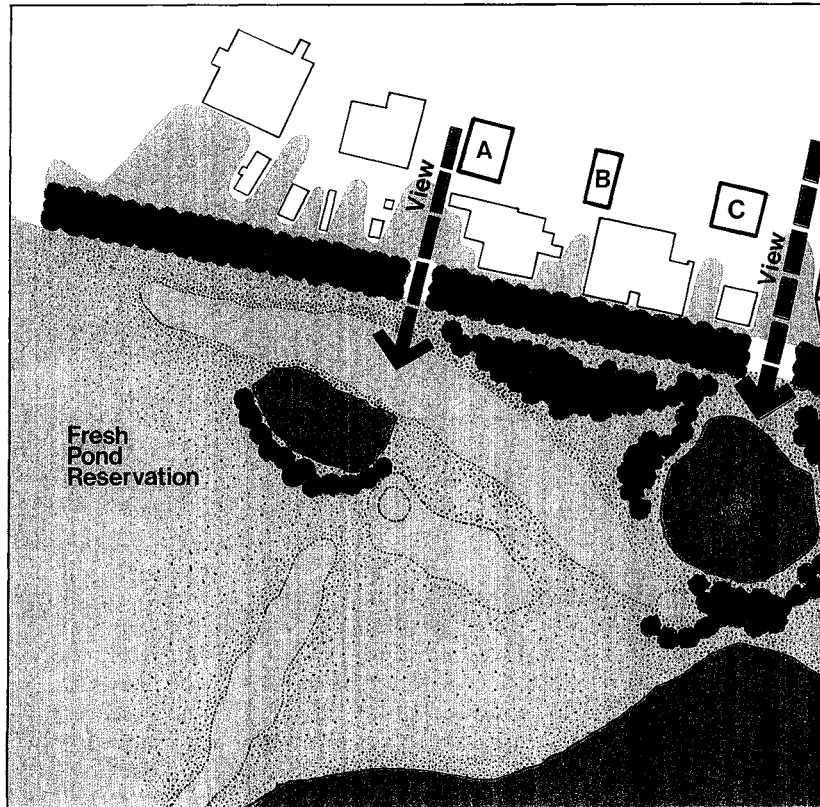
Black's Nook. In certain areas along Concord Avenue, views should be opened into the Fresh Pond Reservation by selectively pruning (not cutting down) existing trees and shrubs. One area selected for such treatment is the Black's Nook area. The visual axis established by Alewife Boulevard can terminate at Black's Nook, creating a view into Fresh Pond.

MDC Bridge. The MDC is currently designing a replacement bridge for the current parkway bridge over the Fitchburg Mainline. The Development Policies suggest that the new bridge be designed in a style that will be visually compatible with the landscaped parkway image that this plan is promoting.

Urban Gateways. Alewife has two major entries to the City of Cambridge: one at Blanchard Road and Concord Avenue; the other at the junction of Route 2 and Alewife Brook Parkway. These create an opportunity to project a positive image of Cambridge and to announce special events or happenings in the city to area travelers.

Gateways can be created by special street signs, special landscape treatment, or both. Gateway locations must be carefully selected and individually designed.

Special consideration must be given to the scale and character of the gateway site, speed and viewing angle of the observer, and safety and maintenance features of the final design.



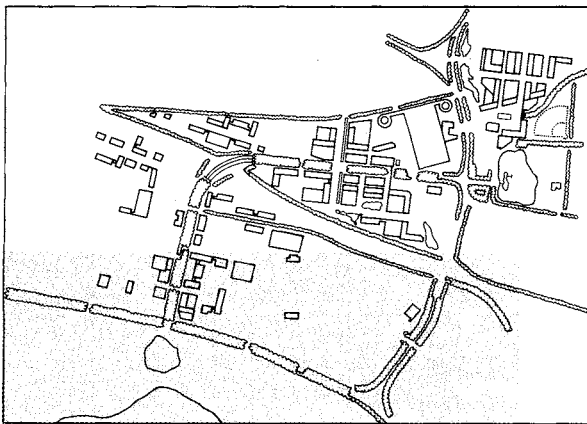
71. Parkway District Diagram

- A. 6 Story office/research building.
- B. 6 Story office/research building.
- C. 8 Story office building.
- D. 8 Story office building stepping down to 5 stories near Concord Avenue.
- E. 8 Story office building.
- F. 5 Story technical office.
- G. 5 Story expansion of office/commercial activity.

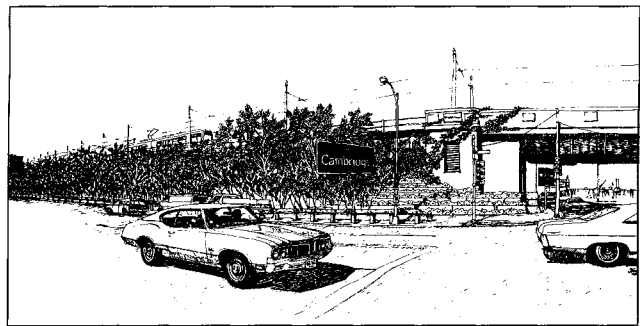
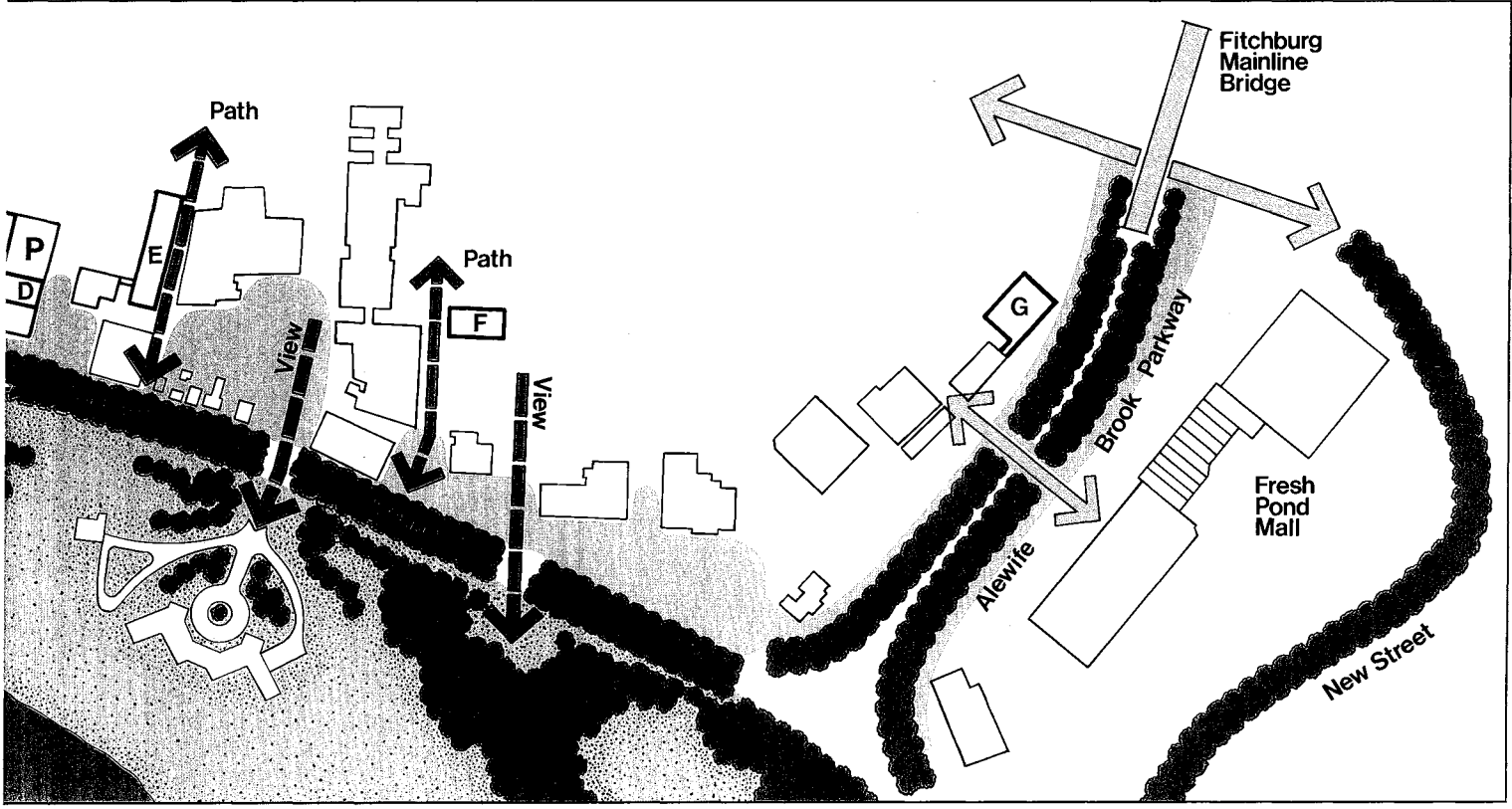
Green Dotted Arrows. Bicycle/Pedestrian Paths

Gray Arrows. New Access Roads

P. Structured Parking



72. Location Key: Parkway District



73-74. Urban Gateway for O'Brien Highway

Existing condition is contrasted with proposed signing and landscaping treatment for one entrance to Cambridge.